



Innovative transportation management strategies help ease congestion in the I-80 corridor.

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Executive Director's Message

Alameda CTC Springs into Action

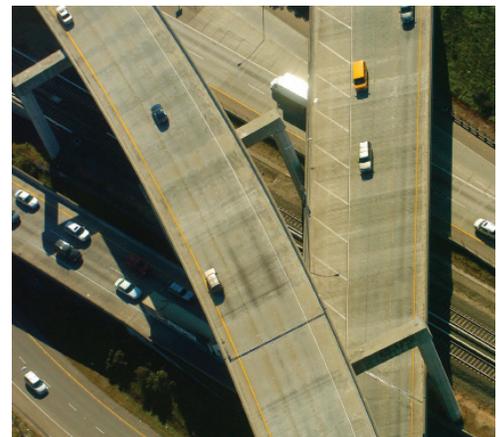
WELCOME TO THE MARCH ISSUE OF ALAMEDA CTC REPORTS!

This spring, our agency continues to move forward with its mission to plan, fund and deliver a broad spectrum of transportation projects and programs to enhance mobility throughout Alameda County.

On the planning front, we are rolling out the Countywide Transportation Plan (CWTP), a blueprint for transportation policymaking over the next 25 years. We are also pleased to present the New Mobility Measure for the 21st Century, the [Transportation Expenditure Plan \(TEP\)](#), for review and endorsement by elected officials throughout our county. The TEP will be on the ballot this fall for approval by voters.

In this e-newsletter, we also report on new grant funding targeted to serve low-income, seniors and people with disabilities in our county. These programs are critical to ensuring mobility and closing transportation gaps for the most vulnerable segments of our population.

And as for project delivery, you will find information here on a number of exciting efforts underway in 2012, including Route 84 Expressway improvements in Livermore, high occupancy vehicle (HOV) lanes on Interstate 580 and Interstate 880, as well as



the Integrated Corridor Mobility project to ease congestion on Interstate 80.

I am proud to announce that Alameda CTC's Measure B sales tax program received its 10th consecutive clean audit, confirming that taxpayer funds are being expended prudently and effectively. Over 95 percent of the projects from the 2000 Measure B Expenditure Plan are underway or complete within the first half of the 20-year program.

So there's a lot of good news to share with you! We hope to see you this spring at one of our community outreach events, at the East County Transportation Forum in Dublin on April 19 or on two wheels for Bike to Work Day on May 10!

Please Join Us at the East County Transportation Forum

On Thursday, April 19, 2012, Alameda CTC and its Citizens Advisory Committee (CAC) will host the East County Transportation Forum, *Planning for the Future*, at Dublin City Hall.

Forum attendees will learn about transportation programs and projects based in East County. Presentations cover information on Regional and Countywide Transportation Planning for the 21st Century, Senior Support Program of the Tri-Valley, I-580 Corridor Update, WHEELS Transit Advancements and the Route 84 Expressway.

Public Works staff from each city in the Tri-Valley (Dublin, Livermore and Pleasanton), as well as Alameda CTC planners and other staff members, will be available to answer questions from community members. Advisory committee members as well as staff from the BART to Livermore project will also be available to share information with attendees.

We hope to see you on April 19th!

6:30 pm to 8:30 pm
Dublin City Hall
100 Civic Plaza, Dublin, Calif. 94568



Alameda County in the 21st Century:

Jobs, mobility and our community

Springtime in Alameda County means lush green hillsides dotted with poppies, great weather, and new beginnings. This spring, Alameda County residents have many reasons for optimism.

The county's unemployment rate is declining, leading many to believe that the economy is turning the corner toward a stronger, more prosperous future, and the Alameda CTC Board of Directors has approved a \$7.7 billion Transportation Expenditure Plan (TEP) that will guide spending for transportation projects in Alameda County for the next 30 years.

The TEP lays out spending for a new transportation-related sales tax measure, slated to go on the ballot in November 2012. The ballot measure will augment and extend the existing half-cent sales tax for transportation in Alameda County (Measure B), authorizing an additional half-cent sales tax for transportation investments.

The projects and programs outlined in the TEP will have a tremendous influence on quality of life for every Alameda County resident and business. Highlights of the plan include:

- \$3.7 billion (48 percent) for mass transit operations and service restorations, including transportation for seniors and people with disabilities and a student transit pass program
- \$2.3 billion (30 percent) for local streets and roads maintenance and repairs
- \$677 million (9 percent) for highway improvements and efficiencies, including those for freight, to close gaps in the HOV lane system and to upgrade aging interchanges
- \$651 million (8 percent) for safer bicycle and pedestrian routes, plus an additional approximate 4 percent resulting from a complete streets policy in the TEP
- \$300 million (4 percent) for sustainable land use and transportation to link transportation, housing and jobs
- \$77.4 million (1 percent) for technology and innovation to address advances in transportation information and management solutions

Calendar of Events

March – April 2012

Listings appear in alphabetical order. All meetings are held at the Alameda CTC offices, 1333 Broadway, Suite 300, Oakland, unless otherwise indicated. Please visit the [Alameda CTC calendar webpage](#) for the latest information.

Alameda CTC Board Meeting

March 22, April 26
3:00 – 5:00 p.m.

Alameda County Technical Advisory Committee Meeting (ACTAC)

March 6, April 3
1:30 – 3:30 p.m.

Association of Pedestrian and Bicycle Professionals Webinar

March 21—Topic: Land Use Planning: Routine Inclusion of Bicycling and Walking in New Developments
April 18—Topic: Nonmotorized Transportation Pilot Program Update: A Bold Experiment in Four Communities
12:00 – 1:00 p.m.

Bicycle and Pedestrian Advisory Committee (BPAC)

April 12
5:30 – 7:30 p.m.

Citizens Advisory Committee (CAC)

Dublin City Hall, 100 Civic Plaza, Dublin, CA 94568
April 19
5:30 – 6:30 p.m.

Citizens Watchdog Committee (CWC)

March 12
6:30 – 8:30 p.m.

Why is the TEP so important for Alameda County's future?

First, the projects and programs outlined in the TEP will help to revitalize the local economy and create and support local jobs. Over the past 10 years, Alameda County's half-cent transportation sales tax has funded \$756 million in capital (design and construction) projects. These projects have created jobs and a large percentage of the contracts awarded by Alameda CTC go to local businesses.

Second, the projects and programs outlined in the TEP will improve mobility. Alameda County is predicted to grow by about 24 percent by 2035. The number of elderly people is also expected to increase. Both of

those factors point to a need for improved transportation systems that provide a variety of ways to get around, serving pedestrians, transit riders and drivers alike.

And third, the projects and programs in the TEP support quality of life investments in our local communities. The TEP supports a "fix-it-first" approach with over 70 percent of the funds in the TEP to serve the existing maintenance and operations needs of the current transportation system. Through the TEP, Alameda CTC is laying the groundwork for investments in our county's future. Take a look at the TEP and related documents [here](#).

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Planning Update

Planning for the 21st Century

Alameda County's 1.5 million residents and 719,000 employees rely on a transportation system that provides choices for travel and transports goods throughout the county. To ensure people have an efficient, well-maintained transportation system, the Alameda CTC reviewed and released the [Final Draft Countywide Transportation Plan](#) (CWTP) on March 22, 2012. The CWTP, a result of extensive community and stakeholder input, guides over \$9 billion of funding for transportation improvements and programs in Alameda County over the next 25 years. The TEP outlines funding for transportation projects and programs identified in the CWTP.

The transportation projects and programs in the CWTP will help Alameda County reduce greenhouse gas emissions and improve our air quality, increase the amount of transit available to our low income communities, improve the



condition of our roads, and provide safe bicycle and pedestrian routes as well as transportation services for seniors and people with disabilities. A corresponding Bicycle and Pedestrian Plan that is now being developed will be incorporated into the CWTP. Transportation improvements and programs in the CWTP are designed to maintain and improve our county's transportation system to meet the diverse mobility needs of our growing population.

calendar of events *(continued)***Countywide Transportation Plan and Transportation Expenditure Plan Development (CWTP-TEP) Community Advisory Working Group (CAWG) and Technical Advisory Working Group (TAWG) Joint Meeting**

March 8
1:30 – 3:30 p.m.

CWTP-TEP Steering Committee

March 22
12:00 – 3:00 p.m.

Finance and Administration Committee (FAC)

March 12, April 9
1:30 – 2:30 p.m.

I-580 Express Lane Policy Advisory Committee (PAC)

March 12, April 9
9:45 – 10:30 a.m.

I-680 Joint Powers Authority (JPA)

March 12, April 9
9:30 – 10:30 a.m.

Paratransit Advisory and Planning Committee (PAPCO)

March 26
1:00 – 3:30 p.m.

Paratransit Technical Advisory Committee (TAC)

April 10
9:30 – 11:30 a.m.

Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (TAC) Joint Meeting

April 23
1:00 – 4:00 p.m.

Planning, Policy and Legislation Committee (PPLC)

March 12, April 9
11:00 a.m. – 12:00 p.m.

Programs and Projects Committee (PPC)

March 12, April 9
12:15 – 1:15 p.m.

Future planning

The Final Draft CWTP will go before the Commission in May 2012 for approval. Future transportation planning studies that will spring from the CWTP and help further develop a dynamic and efficient transportation system will include countywide Freight and Goods Movement, Transit Oriented Development and Complete Streets Guidelines and Transit Plans.

Evaluating traffic conditions in Alameda County

To assess how Alameda County's Congestion Management Program (CMP) roadways are performing, Alameda CTC biennially monitors Level of Service (LOS) on over 300 miles of county roadways by collecting travel time survey data during the morning and evening commute periods. This year, travel time surveys are taking place from February through June 2012 on 326 miles of roadways, an increase of 94 miles over the 2010 monitoring period.

Service levels on CMP roadways are measured using a "Floating Car Technique," in which a test car is driven

six times in each direction during the morning (7 to 9 a.m.) and evening (3 to 6 p.m.) to determine the travel time and speed. The test car runs follow guidelines, such as spanning a range of days and time of day, to qualify as representative data.

Roadway service levels are represented by letter designations ranging from A to F, with LOS A representing the best operating conditions and LOS F the worst. State legislation requires the CMP roadways to perform at a minimum LOS E, except where the roadway was designated as LOS F in 1991, the first year surveys were conducted. If adopted standards are not maintained, a deficiency plan may be required that identifies local or area wide measures to improve the deficient roadway segment and improve air quality.

Alameda CTC will release the 2012 LOS monitoring results in summer 2012. LOS monitoring results help guide where to invest transportation dollars to improve travel time for people and goods, and provide an understanding of travel trends and levels of congestion in Alameda County. [Past LOS Monitoring results](#) are available online.

[BACK TO TOP](#)**Project Updates****Bond measure funds congestion relief**

In 2006, California voters passed Proposition 1B, a \$19.9 billion bond to fund transportation programs, including the \$4.5 billion Corridor Mobility Improvement Account (CMIA) program. The CMIA program funds projects that help reduce congestion on roads throughout Alameda County.

Alameda County has already received over \$90 million in CMIA funds to construct seven projects, and is poised to receive an



additional \$280 million of CMIA funds for another eight projects. The Alameda CTC

Faces from Alameda CTC

A senior transportation planner with Alameda CTC, Saravana Suthanthira grew up in India. She has a bachelor's degree in civil engineering and after working as an engineer reviewing subdivision development, she pursued a master's degree in Environmental Planning at Indiana University.

She moved to the Bay Area 12 years ago, first working for Caltrans before joining the Alameda County Congestion Management Agency (CMA) in 2003. She says she considers herself "fortunate to be working with such dedicated and talented people in the transportation arena."

These days Suthanthira focuses on developing, implementing and evaluating strategies as part of the Congestion Management Program for Alameda County. She commutes by BART to work each day, which takes the same amount of time as if she were to drive but is more environmentally sustainable and saves money. To Suthanthira, good transportation planning promotes the "well-being of society as a whole."



Saravana Suthanthira, Alameda CTC
Senior Transportation Planner

is working hard to ensure these remaining projects start construction before the end of the year.

Route 84 Expressway

CMIA funds: \$20 million

Total Project Cost: \$127.1 million

Target Start Construction: March 2012

Project Description:

This project will widen a 4.6-mile section of State Route 84 (Isabel Avenue) from Ruby Hill Drive to Jack London Boulevard. The project will be delivered via two construction contracts. The northern segment, from Concannon Boulevard to Jack London Boulevard, has \$20 million of CMIA funding. The southern segment, from Ruby Hills Drive to Concannon Boulevard, will start construction next year.

I-80 Integrated Corridor Mobility

CMIA funds: \$45.2 million

Total Project Cost: \$53.3 million

Target Start Construction: June 2012

Project Description:

This project is comprised of five construction contracts, two of which have already started construction. The project will use innovative system management strategies to reduce congestion and travel time along the I-80 corridor, from the San Francisco-Oakland Bay Bridge to the Carquinez Bridge. Some of the elements include adaptive ramp metering, variable advisory speed signs, dynamic message signs, and overhead lane use signs.

I-580 Westbound HOV Lane

CMIA funds: \$101.7 million

Total Project Cost: \$165.7 million

Target Start Construction: Aug. 2012

Project Description:

A 13-mile westbound high occupancy vehicle (HOV) lane will be added to I-580 from the Greenville overcrossing in Livermore to the San Ramon/Foothill Road overcrossing in Dublin/Pleasanton. The project will include pavement rehabilitation and will complement the recently constructed eastbound HOV lane. This project will provide the opportunity to convert the HOV lane into an express lane in the future.

I-880 Southbound HOV Lane

CMIA funds: \$94.6 million

Total Project Cost: \$111.2 million

Target Start Construction: Aug. 2012

Project Description:

Design work is underway to extend the existing southbound HOV lane on I-880 by approximately three miles, from Hegenberger Road in Oakland to Marina Boulevard in San Leandro. The project will also reconstruct the Davis Street and Marina Boulevard interchanges and widen the bridge over the Union Pacific Railroad (UPRR) and San Leandro Creek.

I-580 Eastbound Auxiliary Lane

CMIA funds: \$21.6 million

Total Project Cost: \$39.9 million

Target Start Construction: Sept. 2012

Project Description:

This project will add auxiliary lanes on I-580 from Isabel Avenue to North Livermore Avenue and from North Livermore Avenue to First Street. The project will also allow for future conversion of the current high-occupancy lane HOV to a double eastbound express lane on I-580 from Greenville Road in Livermore to Hacienda Drive in Pleasanton.

BART Warm Springs Extension

The Warm Springs Extension (WSX) is a 5.4-mile extension of the existing Fremont BART line to a new Warm Springs Station. The WSX involves extending BART into southern Alameda County and is consistent with plans to extend BART to San Jose.

The first of two contracted construction phases is over 80 percent complete, on schedule and within budget. The subway structure through Fremont Central Park is nearly complete. Work in both Lake Elizabeth and Mission Creek is complete, as well as the relocation of the Union Pacific Railroad freight track to its permanent position over the subway structure on the south-east side of Fremont Central Park. This phase of work is scheduled for completion in 2013.

BART recently awarded the second construction contract to Warm Springs Constructors. Final design has begun on a number of elements including the Warm Springs Station and parking lot, bridge overpasses, street and utility modifications, and provisions for the possible future Irvington station. Service to Warm Springs is anticipated to begin in late 2015.



Measure B supports Tri-Valley seniors

Regional and local transportation plan priorities include expanding special transportation for seniors and people with disabilities, known as paratransit. Measure B funds city programs and “gap” programs to improve transportation services for this population. In 2008, the Senior Support Program of the Tri-Valley (SSPTV) identified a gap in the public transportation system. Many seniors in the Tri-Valley area (Dublin, Livermore, Pleasanton and Sunol) need rides to their medical appointments outside the service area and/or same-day service. In response to this need, SSPTV secured funding through Alameda CTC Measure B Gap Grant funds to support a pilot project which provides door-to-door service for medical transportation.

SSPTV volunteers assist at-risk members by transporting clients in their personal vehicle or riding along with them on public transportation. They also provide needed assistance such as getting seniors from their home to the vehicle and from the vehicle to their destination, carrying packages, offering a steady arm for the person as

he/she negotiates walkways or steps, pushing a wheelchair and making sure the individual arrives at the right destination. The help and guidance received from volunteers enable frail seniors to travel safely in the community.



The demand for this type of medical transportation continues to grow in the Tri-Valley Area as older adults age in place. Thanks to the continued support of Alameda CTC Measure B Gap Grant funds, in 2011 SSPTV scheduled 1,903 one-way trips to medical appointments within the service area, and 151 one-way same-day trips and 549 one-way trips out of the service area.

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Agency Update

Agency receives tenth clean audit

The Alameda CTC received a “clean” audit on January 26, 2012, from its independent external auditor for fiscal year 2010-2011. The audit encompassed financial statements — revenues and expenditures — for projects and programs funded by Measure B, Alameda County’s voter-approved half-cent sales tax for transportation improvements. Auditors provide a clean, or unqualified, report to signify that financial records are accurate, complete and in compliance with all relevant regulations and practices.

“Alameda CTC prides itself on accurate and transparent record-keeping,” says Art Dao, Executive Director of the Alameda CTC. “Spending tax dollars and delivering projects wisely and efficiently is one of our primary goals to ensure the best value for the public funds entrusted to us.”

This is the first audit that covers the Alameda CTC as a joint powers authority, yet it is the tenth year in a row that the agency responsible for distributing

Measure B Helps Fund Commuter Rail

Every weekday, the Altamont Commuter Express (ACE) train helps hundreds of people travel safely and efficiently to their jobs. ACE trains run between the cities of Stockton and San Jose, traveling through three counties, with four stops in Alameda County.

ACE has been operating since 1998. Managed by the San Joaquin Regional Rail Commission (SJCCC), it is funded in part with Alameda CTC Measure B revenues. Funds from the half-cent sales tax help cover the costs of ACE's high-quality services, including operations, maintenance and personnel for the Alameda County portion of its service.

Measure B funds have also contributed to locomotive overhaul projects and construction of the new ACE rail maintenance facility, which will serve ACE with the latest advancements in inspections, repairs and cleaning of the train cars and locomotives. The construction of the maintenance facility began in April 2011 and will continue into 2013.

After diesel locomotives have been in service for 12 to 15 years, they receive a "mid-life overhaul," partially funded by Measure B tax revenues. This work improves the reliability of trains and the on-time performance of the ACE system, keeping the locomotives in good shape and on time for service through San Joaquin, Alameda and Santa Clara Counties.

Measure B funds has had a clean audit which is the entire time it has been in existence. To help ensure transparency to the public, the [audit report is available online](#).

Master Funding Agreements Increase Accountability

Alameda CTC has recently put new Master Programs Funding Agreements in place with recipients of Measure B and Vehicle Registration Fee funds. These agreements are a tool for Alameda CTC to increase accountability for spending on infrastructure and transportation system

improvements throughout the county. These new agreements replace the previous agreements set to expire in 2012. They are supported by a series of implementation guidelines that direct the use of funds and require annual independent audits and reports on expenditures. The Citizens Watchdog Committee and staff review these expenditures to ensure they meet requirements and report back to the public. The [audit and compliance reports for fiscal year 2010-2011](#) and the [latest annual report to the public](#) are available on the Alameda CTC website.

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Grant Funding

Low-income and paratransit projects

In February 2012, Alameda CTC announced a Cycle 3 Lifeline Transportation Program call for projects in Alameda County, and received a number of applications. The Lifeline Program funds projects that: improve mobility for low-income residents; support community-based transportation projects developed through collaborative, inclusive planning; improve transportation choices; and address transportation gaps and barriers identified in Community-Based Transportation Plans and local outreach efforts to low-income populations.

The Cycle 3 Lifeline Program is funded with a mix of federal Job Access Reverse Commute (JARC), Surface Transportation Program (STP), State Transit Assistance (STA) and State Proposition 1B Transit funds. A total of approximately \$9.5 million from these sources is expected to be available for Alameda County projects over the three-year funding cycle. Alameda CTC will make grant awards for its portion of the program this spring.



Other Upcoming Grant Awards

Alameda CTC's Paratransit Advisory and Planning Committee has recommended that the Commission extend deadlines and award additional funding for its Cycle 4 Paratransit Gap Grant Program for seniors and people with disabilities. These programs provide valuable services to consumers throughout the county that depend on gap funds to continue operating. To date, the Gap Grant Program has provided over \$10.5 million to capital projects, programs and services that make transportation accessible for seniors and people with disabilities. For more information on the [Gap Grant Program](#), visit the Alameda CTC website.

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Spring Outreach Activities

Alameda CTC staff members are attending a variety of community and business events to share information about Alameda CTC programs and projects with residents and business owners. A list of events we will attend this spring is below.

April 18 – Earth Expo – City of Oakland Public Works Department, Oakland, Calif.

April 19 – East County Transportation Forum, Dublin, Calif.

May 5 – Livermore Art and Wine Festival, Livermore, Calif.

May 10 – Bike to Work Day, Oakland, Calif.

May 12, 13 – Spring Festival – Park Street Business, Alameda, Calif.

Let us know if you would like our agency to participate in your community event by contacting Carol Crossley at ccrossley@alamedactc.org or 510-208-7454.

Contact Us

Do you know of someone who does not have email access but would like to receive news about Alameda CTC? He or she can call 510-208-7400 or write us at 1333 Broadway, Suite 300, Oakland, Calif. 94612, to request a hardcopy of the e-newsletter. For easy access, past issues of the e-newsletter are available on the [Alameda CTC website](#).

Business Corner

New contracts and opportunities

Spring is a time for renewal and as part of our annual contract plan for administrative services for fiscal year 2012-13, the Commissioners approved 11 of 13 administrative contracts for renewal in January 2012. The services include federal and state legislative advocacy, media and public relations, information technology, project controls, investment advising, human resources, program management support, bicycle and pedestrian coordination, paratransit coordination and local business contract equity program services.

In addition, the Alameda CTC plans to release eight contracting opportunities in Spring 2012. There are many opportunities for both prime contractors and subcontractors on many of these contracts, which are listed below.



Upcoming Opportunities

Project Name	Type of Contract	Estimated Issue Date
City of Alameda Webster Street Project	Construction - ITS System	Spring 2012
Early Right-of-Way Acquisition Services	Professional Services	Spring 2012
I-580 Landscaping Project	Construction Management	Spring 2012
I-580 Landscaping Project	Construction	Spring 2012
I-580 WB HOT Toll System Integrator	Design, Construction - ITS System	Spring 2012
I-80 Procurement Contract	ITS Equipment Procurement	Spring 2012
Legal Counsel Services	Legal Services	Spring 2012
Transit Oriented Development Technical Assistance Program (TOD-TAP)	Professional Services	Spring 2012

NOTE: This list is current as of February 2012. All upcoming contracting opportunities are subject to change.

The Alameda CTC has a strong commitment to local businesses and highly encourages the participation of Alameda County businesses in our contracting opportunities. If you are interested in getting your firm certified as a local business to be eligible for work with Alameda CTC, visit the [contracting page](#) of our website for more information or contact Seung Cho, procurement analyst, at scho@alamedactc.org.

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